MUNICIPAL ACCESS MANAGEMENT PLAN

For the purpose of support, adherence and incorporation of the provisions of Sections 72-2-117, 72-2-117.5, and 41-1a-1222 of the Utah Code Annotated. Transportation Corridor Preservation Revolving Loan Fund -- Distribution -- Repayment – Rulemaking, and Local Corridor Preservation Fund

A local municipal highway authority, for the purpose of funding requests, pursuant to the above Utah Code shall enact, for their respective highway system , an access management plan or note elements thereof. Desired elements of a local municipal access management plan may include but not be limited to the following elements:

Desired Elements of:

Identified access permit process -

Municipality shall have in place or draft a process relating to the application, assessment, and administration of a permit function relating to roadway grant of access.

Process for effecting reasonable access on local and adjacent state highway system.

- Review of permit process
- Shared access agreements
- Process for contact and review of adjacent owner/developer land/developments

Where applicable to State Highways, meet requirements for grant of state highway access as stated in Utah Code 72-2-117(9).

Land Development Regulations supporting access principles (10 principles see attached).

Recognize and utilize AASHTO highway design standards for the street system under the municipal access management plan

Spacing standards for streets and driveways

Driveway design standards

Design drawings compatible with and in support of the access management plan

Resolution or co-op plan recognizing and supporting the UDOT access management process and standards and the UDOT corridor preservation committee.

Resolution or co-op plan recognizing and supporting the local access management process and standards and the Countywide transportation master-plan through the respective Council of Government.

Traffic Impact Study

Process or procedure to effect a traffic study to analyze traffic and trip making related to site and connection locations.

Update of transportation element of General Plan and Countywide Transportation Plan

- Reflecting existing and future street development and connections, planned corridors, signal plan and corridor access plans.
- Identified priority corridors for right-of-way preservation.

Process to acknowledge capital improvement plan projects and access requirements as noted in the municipal plan.

Corridor Access Plan

Identified points of existing and future access along a given corridor utilizing access management principles adopted by the municipality.

Principles of Access Management

Access management programs seek to limit and consolidate access along major roadways, while promoting a supporting street system and unified access and circulation systems for development. The result is a roadway that functions safely and efficiently for its useful life, and a more attractive corridor. The goals of access management are accomplished by applying the following principles:

1. **Provide a Specialized Roadway System:** Different types of roadways serve different functions. It is important to design and manage roadways according to the primary functions that they are expected to serve.
2. **Limit Direct Access to Major Roadways:** Roadways that serve higher volumes of regional through traffic need more access control to preserve their traffic function. Frequent and direct property access is more compatible with the function of local and collector roadways.
3. **Promote Intersection Hierarchy:** An efficient transportation network provides appropriate transitions from one classification of roadway to another. For example, freeways connect to arterials through an interchange that is designed for the transition. Extending this concept to other roadways results in a series of intersection types that range from the junction of two major arterial roadways, to a residential driveway connecting to a local street.
4. **Locate Signals to Favor Through Movements:** Long, uniform spacing of intersections and signals on major roadways enhances the ability to coordinate signals and to ensure continuous movement of traffic at the desired speed. Failure to carefully locate access connections or median openings that later become signalized, can cause substantial increases in arterial travel times. In addition, poor signal placement may lead to delays that cannot be overcome by computerized signal timing systems.
5. **Preserve the Functional Area of Intersections and Interchanges:** The functional area of an intersection or interchange is the area that is critical to its safe and efficient operation. This is the area where motorists are responding to the intersection or interchange, decelerating, and maneuvering into the appropriate lane to stop or complete a turn. Access connections too close to intersections or interchange ramps can cause serious traffic conflicts that result in crashes and congestion.
6. **Limit the Number of Conflict Points:** Drivers make more mistakes and are more likely to have collisions when they are presented with the complex driving situations created by numerous conflict points. Conversely, simplifying the driving task contributes to improved traffic operations and fewer collisions. A less complex driving environment is accomplished by limiting the number and type of conflicts between vehicles, vehicles and pedestrians, and vehicles and bicyclists.
7. **Separate Conflict Areas:** Drivers need sufficient time to address one set of potential conflicts before facing another. The necessary spacing between conflict areas increases as travel speed increases, to provide drivers adequate perception and reaction time. Separating conflict areas helps to simplify the driving task and contributes to improved traffic operations and safety.
8. **Remove Turning Vehicles from Through Traffic Lanes:** Turning lanes allow drivers to decelerate gradually out of the through lane and wait in a protected area for an opportunity to complete a turn. This reduces the severity and duration of conflict between turning vehicles and through traffic and improves the safety and efficiency of roadway intersections.
9. **Use Nontraversable Medians to Manage Left-Turn Movements:** Medians channel turning movements on major roadways to controlled locations. Research has shown that the majority of access-related crashes involve left turns. Therefore, nontraversable medians and other techniques that minimize left turns or reduce the driver workload can be especially effective in improving roadway safety.
10. **Provide a Supporting Street and Circulation System:** Well-planned communities provide a supporting network of local and collector streets to accommodate development, as well as unified property access and circulation systems. Interconnected street and circulation systems support alternative modes of transportation and provide alternative routes for bicyclists, pedestrians, and drivers. Alternatively, commercial strip development with separate driveways for each business forces even short trips onto arterial roadways, thereby reducing safety and impeding mobility.